









at \$1.25 apiece, and to deliver them at the rate of 1000 a week.

The consignment will be awarded to this firm if the Quartermaster-General does not succeed in making other arrangements with a Chinese firm in Hongkong. The Quartermaster-General has cabled to this Chinese firm and expects an answer at once. If they have the helmets there, the consignment, of course, will be much cheaper and without the trouble and delay of long transportation. Chinese helmets are made of pith, a woody substance a good substitute for cork.

**MEXICAN DOLLARS FOR MANILA.**

New York, May 27th.

The Press says: One of the most interesting preparations of the outfitting of the Manila expedition has been the purchase of Mexican silver dollars, which General Merritt will take along to defray the expenses of the expedition. This amount (about \$200,000) is expected to be enough, but more will be sent from time to time.

By purchasing Mexican dollars a great saving is made. It is possible to obtain Mexican dollars at 46 cents each. In other words, Uncle Sam was able to buy 250,000 Mexican dollars for \$115,000. They were bought in San Francisco. In the Philippines a Mexican dollar is worth more than an American dollar, so the expenses of General Merritt's expedition, if it once lands in Manila, will be less than one-half of what otherwise, as to the soldiers, they will live excellently under this arrangement for they will, of course, be paid according to law, in American money.

The paymaster will give each soldier two Mexican dollars for every American dollar due him in pay.

**BRIGADIERS FOR MANILA.**

Washington, May 27.

A Joint General Court announced to-night that the Brigadier-Generals appointed by the President to-day would be officially assigned as soon as the Senate had confirmed their nominations, to command the troops in the Philippines. The General selected for the Philippines expedition is George A. Carleton of Cleveland, O. Francis V. Greene of New York and Charles King of Wisconsin.

Late this evening General King, who is to be Military Governor of the Philippines, was General Carleton's guest. General King, who is to be Military Governor of the Philippines, was General Carleton's guest. General King, who is to be Military Governor of the Philippines, was General Carleton's guest.

Early next week another list of brigadier-generals will be sent to the Senate. The list will contain probably from eight to twelve names. All of the officers nominated for brigadier-generalships will be from the Southern States.

**POSTAGE TO THE PHILIPPINES.**

The ordinary rates of domestic postage apply to the mail matter sent to United States soldiers and sailors at the Philippines. Formerly letters for men in the American squadron in Asiatic waters had to be prepaid at the rate of 5 cents a half-cent. Now such letters will be carried for a certain amount. The Postoffice Department has ordered that any article of mail matter for a person in the military or naval service shall be forwarded as rapidly as possible from place to place until it reaches the person addressed.

### THE SULTAN OF SULU'S JEWELS.

At Singapore on the 22nd inst., before Mr. Wolfenden, Esq., a Jeweler, and Sully and Tamplin, Malaya, were charged—No. 1, the theft of the following things: 2, 1 tin boxes value \$8.2, gold rings, ret with four diamonds and pearls value \$1,000, a crown set with diamonds and pearls value \$1,500, a pair of gold earrings ret with pearls value \$175, a gold pin set with green stones value \$30, a pearl, white five carat value \$5,000, twenty-three sovereigns value \$250, one ivory statue, \$50, total value—\$13,817. The property belongs to Mahomed Gembur Karam, Sultan of Sulu. Nos. 2 and 3 were charged with aiding and abetting. The case was remanded till the 29th inst. Bail being refused. None of the property mentioned has been found.

### THE DUM DUM BULLET.

Attention has been called in the press (writes "Scrutator" in London Truth, and in Parliament, to the horrifying account of the action of the Dum Dum bullet given by a German doctor at the Werder Congress, on the strength of experiments which he had himself made with the bullets upon dead bodies. How he got the bullets or the bodies, or the results of his experiments were "fearful and cannot be exaggerated." "Not only are the bones," he says, "but the flesh as well, torn and splintered in all directions. Even the skin at the point of contact shows long seams torn in all directions," and he thinks that steps should be taken to restrict the use of anything but lead bullets in small-bore rifles.

It so happens that I have just received from the front, an eye witness's account to the effect of the bullet upon five men who were shot on one occasion during the Frontier War. There is no doubt as to their having been Dum Dum bullets, for the reason which will be explained presently. Here is the report:—

No. 1—Hit in head. Killed, but head not seriously smashed.

No. 2—Hit in the chest close to heart. Walked with assistance one mile, where doilies were got was all right in less than one month.

No. 3—Hit in stomach. Walked part of the way back, but died in the night.

No. 4—Hit sideways through posterior. Was able to walk afterwards, but apparently the bullet touched his spine, as he has since lost the use of his legs.

No. 5—A native officer. Hit to the fleshy part of the thigh, bullet only just missing the bone. He doubled back for reinforcement, then walked into camp for miles over very rough ground, and was absolutely well and at duty again in about a fortnight.

This is true, does not give very specific information as to the action of the bullet on striking the body, but it seems quite inconsistent with the German doctor's statements. The writer will be seen, makes no mention of the skin being "long seams torn in all directions" at the point of contact, or of the flesh being "torn and splintered in all directions," and such statements are quite inconsistent with the case of No. 3, who was shot close to the heart, and was all right in a month, or No. 5 who was shot in the thigh, and some time afterwards experienced absolutely no inconvenience from the wound. It rather looks from this, as if the effects of the bullet upon the dead body were different from those on the living subject.

### ROMANCE OR TRAGEDY—WHICH?

At six o'clock on the morning of 29th Oct. 1881, the clipper ship *Lock Maris* passed through Port Phillip Heads, homeward-bound for London. At 2 p.m. she was passed off Cape Tiptrap by the inward bound steamer *Nemesis*; next day she was spoken near Kent's Group, by the schooner *Yerakona*; and thereafter she disappeared as officially as if the magic wand of some sorcerer had swept her entirely from the bottom of the ocean. She was a powerful and well-found ship, and a fast sailer—as a run on one occasion from Fayal to the Downs, over 1500 miles, in 41 days, amply shows; and she was commanded by a smart and experienced seaman. Failing to make her usual passage of 80 days, no uneasiness was felt at first, but days, weeks and months lengthened into years, and the mystic notice, "Missing at Lloyd's," was the only record obtainable.

On 24th Sept. 1897, a short paragraph appeared in *The Bulletin*, giving an account of a Swedish seaman named Armstrong, employed by Messrs. Ellis, timber-merchants of Camden Haven, N.S.W., who claimed to be the only survivor of the ill-fated vessel. On account of facts as to her rig, captain's name, &c., supplied to the Swedish employers by the writer (who served four years in the *Lock M.*), they interviewed the man. There seems no doubt that his story is substantially correct; the ocean mystery of sixteen years is cleared up, and the secret buried in the mind of the obscure seaman is now made public. His reason for so long withholding the information on no one knows the truth of his account is somewhat marred by his imperfect knowledge of English; but he avers that he shipped in the *Lock Maris* in Melbourne. After being at sea five or six weeks, they were going along with all sail set, a light breeze and smooth water, when a squall suddenly struck the ship and before anything could be done the *Nemesis* was overwhelmed, to be immediately followed by the ship herself lurching and going down head first.

The disaster took place at 11 o'clock. Armstrong, on reaching the surface, after escaping the suction of the sinking vessel, commenced to swim, and near him fortuitously discovered one of the ship's boats half full of water, in to which he scrambled. No sign of wreckage or life was visible, and as the boat had no oars, he tore some lining-boards from her bottom, with which he improvised paddles, and in two days and nights succeeded in reaching the South American coast. The boat in which he was saved had that morning been lowered from the ship to the main hatch for repairs, and the weather being fine, had no lashing, so it floated off as the ship went down. It was early in the morning when he landed. He let the boat go, and as there were no signs of inhabitants he struck in a northern direction along the beach, and at evening came across some natives, who supplied him with food. Next day he met a man on horseback, from whom he secured a few coppers, and in a few days he reached the town of Pernambuco. His troubles had so unhinged him that he never reported the matter, and when he was questioned as to his appearance among the people, he gave evasive answers and pretended not to understand. In Pernambuco he shipped in an American vessel and sailed for Calico, carrying with him his secret.

It reads the pen of a Clark Russell to adequately portray that midnight tragedy. The ship engaged in her death-struggle with the elements from which she had drawn her life and motion, a conflict between man's ingenuity and the uncontrollable force of Nature, put the odds in to let go sheets and balliards, put the helm over, ignore the main yard, give in quick succession—to be instantly drowned in the wild screech of the pampers, as the reports of breaking masts and rigging mingled with the fiendish howls of the squall, and the doomed vessel, with torn decks and gaping sides, heeled over and disappeared utterly.

The squall had passed, its work accomplished, and the moonbeams once more shimmered on the water, revealing a solitary figure in a half-submerged boat, anxiously scanning the spot from which his floating home had taken her last plunge with his 37 shipmates. The picture of this lonely sailor, adrift on the Atlantic in a battered and leaky boat, without sail or oar, carrying with him the harrowing remembrance of the awful calamity, lifts to the climax of emotion one of the tragic ocean-stories of the century.

—*Sydney Bulletin.*

### NURSES' MEMORIAL FUND.

The following subscriptions to the above Fund are acknowledged with thanks. The Hon. Treasurer, Mr. T. Jackson, will be glad to receive further contributions:—

Already acknowledged	\$1,618
Armin Hagg	15
Wei Ayuk	3
Li Shing	3
Wei Long Shee	3
Fung Wa Chiu	3
Chan Pan Po	3
Ho Fook	3
Lau Pak Tsun	3
Chan Kai Tsun	3
Wong Chung I	3
Li San Hin	3
Chan Si Kai	3
Chan Si Tsun	3
Tsui Si Nan	3
Chow Tung Shing	3
Chan Kit Shan	3
Tong Lai Tsun	3
Lau Hing Sun	3
Chan Him-Kuk	3
Chan Hin-Tung	3
Sau Ngok-Ting	3
Wai Min-Lai	3
Lau Yau Shuk	3
Chan King-Wan	3
Kw & Lai-Lui	3
	\$1,758

### LEGAL INTELLIGENCE.

#### SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Sir J. W. Carrington, Kt., C.M.G., Chief Justice.)

June 29th.

The Kwong Sik Loong firm sued Wong Chuk Yee and Yung Sik Yee for the sum of \$2,779.34 for goods sold and delivered.

Mr. C. D. Melbourne (instructed by Mr. J. F. Reece) appeared for the plaintiffs and defendants were not present.

The petition set forth that the plaintiffs were fruit dealers at No. 32 Central Market and the defendants were merchants, the first formerly having his place of business at No. 70 Wellington Street but now in Victoria Gade and the second formerly at No. 23 Wing Wo Street but now residing in Tientsin. On 6th October, 1897, the defendants then being in Hongkong, purchased

from the plaintiffs from certain quantities of sugar cane and other goods, which together with certain sums of money, paid by plaintiffs for packing, box-hire and freight, amounted to \$2,779.34. The petition prayed that the defendants might be decreed to pay the said sum of \$2,779.34 together with thereon and cost of suit.

His Lordship, after hearing evidence from the manager of plaintiffs' firm, gave judgment accordingly.

### DO WE? WE DO!

The boat was a-stillin by the rafter, near the bow.

At length to his shipmate's say, to 'em how we needed just a Farragut in this here bloomin' row.

An' the gunner's mate said: "Dewey?"

What cher think?"

Then the boat's hatched his trousers an' changed his quilt to rest.

He was an old-time boxer, an' the old-time fighter's sort;

An' he said we want a fighter ter to take this Morier fort.

And the gun crew answered: "Dewey?"

Spouse we do!"

"Yes," the boat's said, quite hearty; he's like the fighter's sort.

What I've read about in story books, who didn't never shirk.

But we only need an Admiral to finish up the work."

An' the whole crew answered: "Dewey?"

Guess we do!"

An' the people down in Congress are agoin' to take the tip.

For they know about the Commodore an' how he runs a ship;

An' he runs a first jist like it, an' he always makes his trip.

So the people want him, Dewey?

Yes, we do.

### NOTANDA.

#### CALENDAR.

##### JUNE.

Meteorological means based on ten years' observations to 1895.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

##### TO-DAY.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.57
Thermometer	82	81
Humidity	77	79
Rainfall	0.11	

##### TO-MORROW.

Wednesday, 29th June, 1898.	
High water—Morning	4hr. 58min.
and Evening	4hr. 58min.
Low water—Morning	10hr. 45min.
and Evening	10hr. 45min.

##### ANNIVERSARIES.

- 1688—Acquittal of the seven Bishops.
- 1873—The Foreign Ministers admitted to an audience with the Emperor.
- 1887—British sovereignty over Zealand proclaimed.
- 1893—Indian Mints closed to the coinage of silver.
- 1896—Fire on the British barque *Glen Calash* in Hongkong Harbour; cargo badly damaged.
- TO-MORROW.
- Thursday, 30th June, 1898.
- High water—Morning 4hr. 58min.
- and Evening 4hr. 58min.
- Low water—Morning 10hr. 45min.
- and Evening 10hr. 45min.
- ANNIVERSARIES.
- 1607—Cardinal Barolus died.
- 1631—Archibald Campbell, Earl of Argyll, beheaded.
- 1840—British expedition to China arrived.
- 1853—End of the Emancipation War.
- 1861—Sir H. Robinson dismissed all the Chinese headmen of Pongkong.
- 1876—A section of the Shanghai-Woosung Railway opened.
- 1891—The Takashima coal mines flooded.
- 1897—Punitive force ordered to take possession of Poota.

### SHIPPING AND MAIL NEWS.

#### MAILS DUE.

Australian (Guthrie) 2nd prox.
Indian (Sutong) 5th prox.
French (Melbourne) 6th prox.
Canadian (Empress of Japan) 12th prox.
American (Belgic) 17th prox.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Sutong*, from Calcutta and Straits, left Singapore for this port to-day.

The Nippon Yusen Kaisha's steamer *Matsumaru* (Bombay Line) left Singapore for this port yesterday afternoon and is expected to arrive here on the 4th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

<i>Indra Poni</i>	at Kowloon Dock
<i>Indra</i>	" "
<i>Ningchow</i>	" "
<i>Venus</i>	" "
<i>Doric</i>	" Cosmopolitan "

PASSED THE CANAL.

OUTWARD—Kwong Ping, May 20; *Broomshire*, *Eddie*, *Liu*, *Mount Sirion*, *Samoa*, *Yarrowdale*, 27; *Marla Valleri*, *Chikang*, 31; *Nastor*, *Hewish Hall*, June 3; *Nastor*, *Queen Mary*, *Rafko*, 7; *Japan*, *Arara*, 10; *Millowna*, *Isang*, *Fromtham*, 13; *Brato*, *Ernest Simon*, *Remus*, 17; *Carmarthen*, *Antigay*, *Drymarch*, 19.

HOMEWARD—*Anamor*, June 21st.

### KOLACTICUM PILULE.

#### THE GREAT REMEDY.

DISCOVERED recently by a physician in Africa. Is absolutely the best remedy for all NERVOUS AFFECTIONS (acquired or constitutional) DISEASES OF THE LIVER, KIDNEYS, & GENERAL PROSTRATION. Kolacticum gives health, strength and energy as no other preparation has ever been able to do. Medical men recommend and use it professionally for its marvellous recuperative powers.

PRICE 3/6 POST FREE.

THE KOLACTICUM COMPANY, 14 BOW LANE, CHAPLIN, LONDON, E.C.

### For Sale.

#### FOR SALE.

##### THE FINE SCREW STEEL STEAMER "SULTAN."

2,135 tons gross, 1,350-32 tons Register (builders' measurement); built in 1893 by Messrs. WOOD, SKINNER & Co., Newcastle, England. The steel used in construction was tested by Lloyd's, and all requirements of that institution at the date of launching were complied with.

The Engines were built by THE NORTH EASTERN MARINE ENGINEERING CO. (LTD.), Wallsend, and are triple expansion. Diameter of cylinders 20 1/2 in., 34 in. and 56 in., the length of stroke 39 in., the Nominal Horse Power 200. There are two sets of boilers carrying 160 lbs. pressure each boiler having 3 furnaces.

The vessel has a cellular double bottom for water ballast, all fore and aft, and is equipped with all the most modern improvements, including combined steam and hand steering apparatus amidship, and a new gear set, direct steam windlass, &c.

The principal dimensions of the vessel are as follows:—

Length 275 ft., beam 37 ft. 6 in., depth (moulded) 20 ft. 8 in. The cubic capacity of hold is 149,450 ft. 8 in., equivalent to 3,553 tons at 45 cubic feet to the ton. The vessel's consumption of coal is 18 tons per 24 hours, with a speed of 10 knots. Her bunker capacity is 325 tons and water ballast 460 tons.

Her draught, light, is 7 ft 10 in., and loaded 21 ft., with 3,300 tons on board.

The vessel has been put in a complete state of repair under the superintendence of the Bureau Veritas representatives, who have recommended the vessel for a class in the First Division 7 1/2 L.C.T.

For further particulars apply to—

W. H. FORBES, Secretary, TAKU TUG AND LIGHTER CO., LTD. Telephone Address: Calendar, Tientsin. [791]

### FOR SALE.

A PAMPHLET containing the Series of Articles by the *Telegraph's* Special Correspondent entitled

"HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANGTUNG AND KWANGSI."

ALSO

The new TRANSIT PASS RULES, providing for the sale of goods en route to inland markets.

PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH" OFFICE.

No. 6, Pedder's Hill.

Hongkong, 18th March, 1898.

### Intimations.

#### WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA:—

WATKINS & CO.,

APOTHECARIES' HALL, 66 Queen's Road Central, HONGKONG. [38]

### F. CAZANOVE,

BORDEAUX.

GOLD MEDALS

Bordeaux, 1882, Paris, 1889.

### LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This LIQUOR is employed with success to restore the FORCES OF THE STOMACH AND FACILITATE THE DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

MOEA-KIVA OF DR. GOLZ.

CREME DE MANDARINE.

AVELINE ANISETTE SUPERFINE.

Apply to Messrs. DODD, WELLS, CARLILL & Co., Hongkong.

Agents for LAENDLER & Co., Paris.

### NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CALLAINE, the AGENTS, nor the MANAGERS are RESPONSIBLE for any DEBTS contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:—

HAWTHORN BANK, Brit. Bk., Greig—Shewan, Tomes & Co.

### AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen: Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 29th April, 1898. [699]

### Intimations.

#### MITSUI RUSSIAN KAISHA.

No. 6, Le House Street, Praya Central.

Head Office:—TOKIO.

Branch Office:—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents:—

Nippon Coal Mining Co., Ltd.

Osaka Coal Mining Co., Ltd.

Kanagawa Coal Mining Co., Ltd.

Mitsui Bussan Kaisha, Ltd.

Mitsui Fude Insurance Co., Ltd.

Mitsui Fire Insurance Co., Ltd.

Mitsui Steam Navigation Co., Ltd.

Mitsui Cotton Spinning Mill, Ltd.

Mitsui Cement Company, Ltd.

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Mitsui Glass Company, Ltd.

Mitsui Paper Company, Ltd.

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Mitsui Copper Company, Ltd.

Mitsui Lead Company, Ltd.

Mitsui Tin Company, Ltd.

Mitsui Silver Company, Ltd.

Mitsui Gold Company, Ltd.

Mitsui Platinum Company, Ltd.

Mitsui Palladium Company, Ltd.

Mitsui Iridium Company, Ltd.

</



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY AND MELBOURNE.	FRIDAY, 1st July, at Daylight.
SANUKI MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 5th July, at 4 P.M.
MATSUYAMA MARU.....	Kobe and YOKOHAMA.	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU.....	VLADIVOSTOK, via SHANGHAI, CHAPPO, CHEUNGPO, NAGASAKI, FUSAY and CANTON.	FRIDAY, 8th July, at 12 Noon.
RIJUN MARU.....	SEATTLE, WASH., U.S.A., via Kobe and YOKOHAMA.	THURSDAY, 14th July, at 4 P.M.
HAKATA MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, Penang, COLOMBO and PORT SAID.	TUESDAY, 19th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 28th June, 1898.

**SETTING UP OF DISTILLERIES**  
Rice — Corn — Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF  
Liquors Factories — Preserves Factories  
Laboratories of Druggists — Essences Factories

**STEAM KITCHENS**  
ECROT & GRANGE, rue Mathis, PARIS

Apply to Messrs DODWELL CARLILL & Co., Hong Kong.

## EVERY CONSUMPTIVE

...is not only a remedy for consumption, but also a remedy for all other diseases of the lungs. There is no other remedy so effective as Scott's Emulsion.

## Scott's Emulsion

...is the most powerful and most effective remedy in the world for all diseases of the lungs. It is a remedy for all diseases of the lungs, and it is a remedy for all diseases of the lungs.

Sole Agents for Hongkong and the Empire of China—WATKINS &amp; Co., Hongkong.



**Powder, Soaps, Candles, and ALL KINDS OF DISINFECTANTS.**

"How to Disinfect." Book sent FREE on application.

THE SANITAS Co., Ltd., BEXHEAL GREEN, LONDON.

## For Nervous Exhaustion

**CHAPOTEAU'S Phosphoglycerate OF LIME**

The modern restoration of the nervous system. For nervousness, depression, loss of energy, and all other ailments of the nervous system.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)  
PHOSPHOGLYCERATE WINE (CHAPOTEAU)  
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

6, rue Vivienne, PARIS-FRANCE

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., 11 & Buildings.

Hongkong, 9th March, 1897.

## SERRAVALLO'S FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying to its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & Co., Hongkong, 1st September, 1896.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAunceSTON AND MELBOURNE.

THE Company's Steamship

"TSINAN," Captain Ramay, will be despatched TO-MORROW, the 30th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versa*. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st June, 1898. [778]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"CHINGWO," Commander H. C. Harris, will be despatched as above on or about the 30th instant. For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 27th June, 1898. [797]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship.

"ST. NINIAN," will be despatched as above on or about the 1st July.

To be followed by S.S. "CRAIGEAR," on or about 20th July, 1898.

S.S. "FORTUNA," on or about 5th August, 1898.

For Freight, &c., apply to SHIPWAT, TOMES & Co., Agents.

Hongkong, 20th June, 1898. [735]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"CATHERINE APCAR," Captain J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 2nd July, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 27th June, 1898. [796]

HAMBURG-AMERICA LINE (EAST ASIATIC SERVICE).

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ARMENIA," Captain Magin, will be despatched for the above Ports on MONDAY, the 4th July.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 23rd June, 1898. [772]

FOR COLOMBO, SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"DELLA," Captain E. Christensen, will be despatched for the above Ports on or about the 6th July.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 24th June, 1898. [788]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM," Captain Jackson, will be despatched as above on MONDAY, the 4th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1898. [789]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates to LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOVUNE," Captain R. Corradi, will be despatched as above on or about the 13th July.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 22nd June, 1898. [784]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"HAWTHORNBANK," Greig, Master, will load here for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 13th June, 1898. [744]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., Ltd., DUMFRIES STREET, LONDON.

A special reliable Watch made for this Climate. Quality A. Price £10.

Quality B. Price £8.

20, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon... July 2.  
Victoria... 3,167 | J. Truebridge... July 19.  
Olympia... 2,608 | T. H. Dobson... Aug. 6.  
Astoria... 5,395 | J. Patton, R.N.R. | Aug. 23.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmar... 3,001 | E. Porter... Aug. 13.  
Mogul... 3,654 | W. H. Wright... Sept. 10.  
Columbia... 2,605 | A. Gow... Oct. 1.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON £47. Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and *one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or.* (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 17th June, 1898. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"VERONA," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched for the BOMBAY and STRAITS, &c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 25th June, 1898. [5]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern... Wednesday | 20th July.  
Prins Heinrich... Wednesday | 17th Aug.  
Darmstadt... Wednesday | 14th Sept.  
Frankfurt... Wednesday | 12th Oct.  
Sachsen... Wednesday | 9th Nov.  
Bayern... Wednesday | 7th Dec.

Prins Heinrich... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prohn, with

MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELLCHERS & Co., Agents.

Hongkong, 22nd June, 1898. [783]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 20th July, 1898.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th August, 1898.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 31st Aug., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 29th June, 1898.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 5th July, at Noon.

Belle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 26th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th Aug., at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 17th June 1898. [5]

## F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May 1898.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches—awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

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